



Teton County Planning
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FROM: Planning Administrator, Jason Boal
TO: Board of County Commissioners
RE: Teton Valley Scenic Parkway
DATE: September 19, 2014

I am looking to get some direction on the Teton Valley Scenic Parkway project. I have three main questions:

Project interest: I would like some direction from the BoCC to know whether or not the County is interesting in pursuing the realignment of W 4000N, Hoopes and N 11500W. It appears access would be maintained for most of the parcels (there is a question about the Felger access). There would need to be additional research on the easements across properties other than Ag Rim LLC to make sure those easements are wide enough or flexible enough to fit the proposed right of way.

Is the County interested in adopting this road and abandoning the existing easements and right of ways?

Project design and review: We have been given updated plans and storm water calculations. I do not have the expertise to review these plans. I want to make sure that the BoCC is okay with me utilizing a contract engineer to review the plans. I should also note that the plans up to this point have not been stamped by an engineer. If the county is desirous to adopt this road the applicant will then get the plans stamped.

Is the County willing to utilize a contract engineer to review the road design?

BLM 40 acre parcel: I spoke the BLM last week and was supposed to get something in writing from them this week, but it has yet to show up. Basically, we have a 60' easement centered on the centerline of the existing road. We have permission to do maintenance within that easement. If work is to be done outside of that easement it may require going through the National Environmental Policy Act (NEPA) process. Mr. Horton has requested that we work with the BLM to realign the road through their 40 acres.

Is the County willing to work with the BLM to realign the road, or are we going to ask the applicant to do that?

Jason Boal

From: Jess Horton <jwh@clmna.com>
Sent: Thursday, September 18, 2014 2:57 PM
To: Jason Boal
Subject: BLM ROW and MAPS that identify same

Jason -

This morning you were provided by e-mail from Drew Meppen two MAPS of the subject. As you will see on the maps we have provided, we acknowledge that Teton County has a ROW location across the BLM 40 acre parcel. That location is shown as a "line" on the maps and when overlaid on the aerial it shows that there has been usage on this road location. The information we have provided with this map also shows grades on this road ROW from 10% to 12% to 15% on a major portion of this BLM parcel. Because of these extreme grades the road has become difficult to use and the public has chosen to use another location to the North of the ROW that is clearly shown on the aerial. This is the road that is presently being used by most traffic across this BLM parcel. It should be mentioned that the alternate road location being used by the public has basically the same grades as the ROW location and has become nearly as difficult to use as the ROW road resulting in both locations having serious erosion problems.

We are proposing a new location that is also shown on the maps with the much improved grade data also shown. It is our intent to build a County Specification road that will be easy to maintain and eliminate all of the erosion problems while allowing the two other road locations to be reclaimed to their natural state. I would assume that the County would be asking the BLM for a road relocation and a new ROW in return for the deeding back of the existing ROW.

I will be speaking to the BLM when they call but it would seem more appropriate, assuming you agree, to have the County make the request to the BLM for the location change. Both Jay and Clay agreed that this area needed to have these changes to eliminate the erosion problem.

Thanks for your help.

Jess

Jason Boal

From: Drew Meppen <drewmep@gmail.com>
Sent: Friday, September 19, 2014 12:37 PM
To: Jason Boal
Subject: Re: 9.19.14,Teton Valley Scenic Parkway Parking and Overview Map

Jason,

I am the acting project engineer. We have also partnered with Epic Engineering out of Heber City, Utah for additional review and support. Anything that needs to be stamped by a P.E. on this project will be through Epic Engineering. All of the culvert design went through Epic Engineering. If you would like I can forward that information on to you.

My father, Terry Meppen, is the project surveyor. Anything that needs stamped and reviewed by a Professional Land Surveyor will go through him.

Let me know if there is anything else you need. I think that the Teton Valley Scenic Parkway is a great project and would be a huge benefit to the county.

Thanks,

On Fri, Sep 19, 2014 at 9:42 AM, Jason Boal <jboal@co.teton.id.us> wrote:

Drew, thank you for the updated maps.

Are you the engineer that is doing the design work?

Jason Boal – AICP, CFM

Planning Administrator

Teton County, Idaho

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July 14, 2014

Teton Valley Scenic Byway

Epic Engineering is pleased to submit the attached storm water flow calculations for the proposed Teton Valley Scenic Byway located in Teton County, Idaho. The storm water runoff calculations were performed using the TR-55 method, Manning's equations, and the guidelines set forth in the Highway and Street Guidelines for Design and Construction in Teton County, Idaho. All runoff flow rates were calculated using the 10 year, 25 year, 50 year, and 100 year 24 hour storm events.

The proposed byway was divided into contributing basins and locations for culverts along the roadway were evaluated, please see the attached basin map. The area naturally drains from the west to the east along natural drainages and creeks. Table 1, below, shows the calculated peak flow rates of the delineated basins along the byway.

Table 1. Peak flow rates of storm water runoff generated by the 10, year, 25 year, 50 year and 100 year 24 hour storm events.

				Storm Event			
				10	25	50	100
Basin	Area (acres)	Slope	C Values	Flow (cfs)			
1A	13.92	11%	82	7.8	13.29	17.81	22.6
1B	287.95	12%	87	165.11	252.06	321.27	391.76
Packsaddle Rd	N/A	N/A	N/A	Roadside swale pass through			
2	826.49	8%	86	116.71	226.41	322.3	425.98
3	48.25	7%	87	39.68	59.91	75.85	92.33
4	123.32	5%	85	73.09	115.79	149.84	185.07
5	11.95	9%	85	3.1	4.53	5.65	6.78
6	945.90	7%	79	203.15	355.16	481.85	615.29
Moonglade Dr.	N/A	N/A	N/A	Roadside swale pass through			
8A	24.98		88	24.95	37.12	46.7	56.49
8B	161.20	7%	87	85.11	130.46	166.51	203.43
9	1820.74	7%	82	149.8	297.75	429.05	574.82
N. Hoopes Rd	N/A	N/A	N/A	Roadside swale pass through			
11A	579.48	9%	87	234.07	359.54	459.1	562.58
11B	150.87	9%	86	94.94	147.08	188.72	231.41
12	468.80	10%	78	83.6	168.45	243.14	324.55

Once culvert locations were selected they were sized for the 10 year, 25 year, 50 year, and 100 year 24 hour storm events. The minimum allowable culvert size for Teton County is 18 inches. The proposed byway will cross over 3 existing roads, Packsaddle Road, Moonglade Drive, and N. Hoopes Road. At these intersections 18" diameter road side swale pass through culverts will need to be installed. Table 2, below, shows the recommended culvert sizes for each respective 24 hour storm event.

Table 2. Recommended culvert sizing for the 10 year, 25 year, 50 year, and 100 year 24 hour storm events.

Culvert	Recommended Sizing and Flows for Respective Storm Events							
	10 Year Storm Flow		25 Year Storm Flow		50 Year Storm Flow		100 Year Storm Flow	
	Size (in)	Flared End (cfs)	Size (in)	Flared End (cfs)	Size (in)	Flared End (cfs)	Size (in)	Flared End (cfs)
1	18	20.38	18	20.38	18	20.38	24	43.89
1A	48	278.67	48	278.67	54	381.50	60	505.26
2	18	20.38	18	20.38	18	20.38	18	20.38
2A	36	129.39	48	278.67	54	381.50	60	505.26
3	24	43.89	30	79.57	30	79.57	36	129.39
4	30	79.57	36	129.39	42	195.18	42	195.18
5	18	20.38	18	20.38	18	20.38	18	20.38
6	48	278.67	54	381.50	60	505.26	66	651.47
7	18	20.38	18	20.38	18	20.38	18	20.38
8A	24	43.89	24	43.89	30	79.57	30	79.57
8	36	129.39	36	129.39	42	195.18	54	381.50
9	42	195.18	54	381.50	60	505.26	66	651.47
10	18	20.38	18	20.38	18	20.38	18	20.38
11A	48	278.67	54	381.50	60	505.26	66	651.47
11	36	129.39	42	195.18	42	195.18	48	278.67
12	36	129.39	42	195.18	48	278.67	54	381.50

Please see the attached edited plan set for culvert placement recommendations along the proposed Teton Valley Scenic Byway.

If you have any further questions or concerns, please contact me at (435)602-2896 or via email at rtaylor@epiceng.net.

Adam Huff, P.E.



